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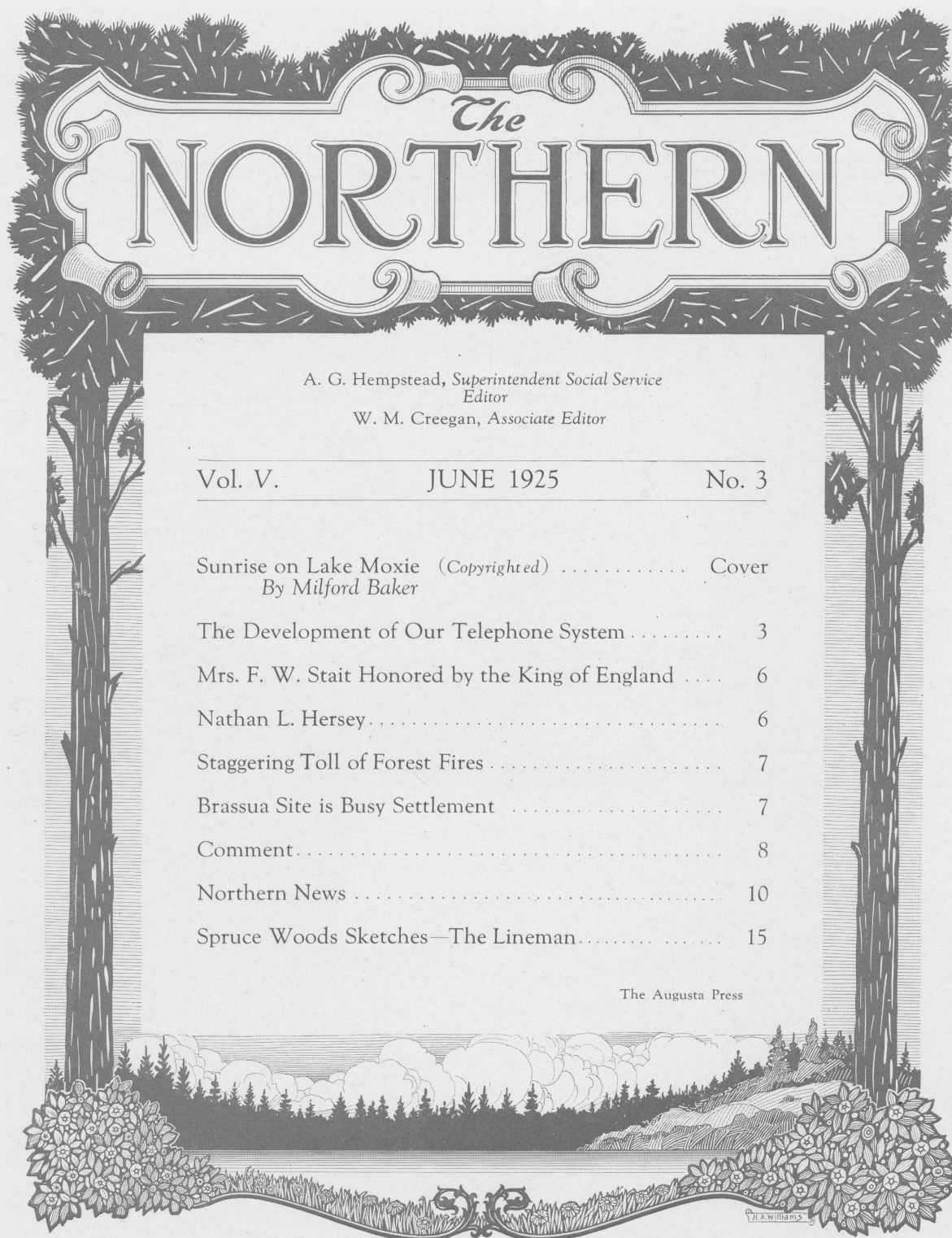
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The  
Northern  
June 1925





# The NORTHERN

A. G. Hempstead, *Superintendent Social Service*  
Editor

W. M. Creegan, *Associate Editor*

Vol. V. JUNE 1925 No. 3

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The Augusta Press

W. A. Williams

# The Northern

Published by the Social Service Division

GREAT NORTHERN PAPER COMPANY  
SPRUCE WOOD DEPARTMENT

## The Development of Our Telephone System

THE first telephone line in the Moosehead Lake section extended from the Mount Kineo House to Northeast Carry along the eastern shore of the lake. That this line was started was due almost entirely to the efforts of Milard Metcalf, now a prominent merchant of Greenville Junction. At that time, the late nineties, Mr. Metcalf was employed as clerk of the Mount Kineo House, of which the well-known C. A. Judkins was manager. Mr. Metcalf finally convinced Mr. Judkins that a line from the hotel to the head of the lake, taking in the farms along the route, would serve a very useful purpose. In 1897, accordingly, these two men combined with Will Shaw and George Turner to form the Kineo and Northeast Carry Telephone Company. The line was run that winter under the supervision of William Moriarty. There were six stations: the Mount Kineo House, the Shaw farm, the Folsom farm, the Ross farm, The Winnegarnock House at Northeast Carry, and the Morris Place, across the carry. The next spring the line was extended to the village of Chesuncook. A little later cables were laid under the lake from the Mount Kineo House to sporting-camps at Moosehead and Moose River. This pioneer telephone company had been in operation about two years when the New England Telephone Company agreed to extend its lines to Greenville. A new company was formed, the Moosehead Telephone and Tele-



The Line to Seboomook

graph Company with its headquarters in Greenville. The lines of the pioneer company passed into the ownership of the new concern; its shareholders accepted stock in the new company, as did the sporting-camp proprietors who owned the two cables mentioned; thus the Kineo and Northeast Carry Telephone Company ended its brief but useful career.

The first telephone line constructed by the Great Northern Paper Company was run in 1901 and extended from Chesuncook Dam to Millinocket. Over this all the reports of up-river activities were sent to Bangor. One who used the lines in those days recalls the exultation with which he found himself actually talking with Bangor, a hundred miles away, and the feeling of triumph when he could faintly hear what Bangor said in reply.

William Moriarty was the first lineman employed by Mr. Gilbert, and he held the job two or three years. Robert McGowan was his chief assistant during that period. Among the men who helped to cut

the right of way and run wire for Mr. Moriarty were Pat Courtney, Arthur Davenport, Mell O'Brien, Frank Defoe, Patsy Griffin, Patsy Daley, Charlie Nicholas, Charlie Smith, Charlie Hale, Nick Solomon, and Dannux Collins, all good woodsmen and watermen of note. Alec McAskill succeeded Mr. Moriarty and looked after the work for fourteen years. Mr. McAskill built many of the woods lines, such as those in Cuxabaxis, Sourdnhunk, Soper Brook, Russell and Elm streams, Cooper Brook and so on; he maintained the lines from Norcross to the border, over a hundred miles, on foot much of the time. In this maintenance he was assisted by the timekeepers of the period who made temporary repairs in the districts handy to their camps. Most of these lines are still in existence, although the company may not have used them for several years. A few days work on the lines of any operation would prepare them for active service again.

Before the advent of switchboards and regular operators in the territory, the calls to distant operations were handled by means of switches at intermediate points. Many an old-time clerk and many a cook at a halfway house will recall that throwing switches for calls up and down river occupied a large part of his waking hours. The cook at Grant Brook, for instance, passed all the calls for the busy operations of Sourdnhunk and Cooper Brook. The clerk at Seboomook acted in a

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*Don't worry when you stumble. Remember, a worm is about the only thing that can't fall down—Thoreau*



similar capacity when the operations on Elm and Russell streams were at their height. For several years prior to this, when the only telephone at Seboomook was in the hotel maintained by the late Martin P. Colbath, Mrs. Colbath acted as a voluntary operator for the entire section to the north.

In 1911 the telephone system came under the supervision of the Division of Forest Engineering. The lines had greatly increased in mileage, and it became necessary to install a lineman on either side of the lake, one working from Grant Farm, the other from Pittston Farm. Among the men who performed this work were A. L. Mishio, Reginald Sawyer, Perley Redmond, Garfield Langley, Arthur McEachern, and Ray Cripps.

In 1918, Ross St. Germaine came to the company as its first Superintendent of Telephone Maintenance. The company was operating extensively and the telephone service had necessarily been augmented to keep pace with the new operations. The woods or ground line, a single strand of wire hung on trees, had given way to bracket lines on the main roads, and these in turn had been succeeded by pole lines with two ten-pin crossarms. There was, as yet, however, no connecting link between the operations on the east side of the lake and those on the west side other than through the Moosehead Company. This difficulty was overcome during Mr. St. Germaine's term of office when the company built the Grant Farm-Five Islands line. Fred Lawless acted as foreman in the building of this line which went across country from Grant Farm, past the head of Lobster Lake to Northeast Carry and connected with the old line at Burbank. On September 1st, 1921, H.

A. Bowe entered the employ of the company, succeeding Mr. St. Germaine. Mr. Bowe had had a varied experience of twenty-seven years with telephone and telegraph com-

period the pole line to Sourdnamunk was built, as was the line from Loon Stream to Caucomgomoc Lake. The line from Seboomook "Y" to the lake, here illustrated, is a good example of his work. The pole line along the Seboomook Lake and St. John Railroad will compare favorably with any construction work of similar nature in the country. In 1924, Mr. Bowe left the employ of the company, later assuming an important position with the Alabama Power Company. A. B. Willard, who had acted as foreman of the crew for three years under Mr. Bowe, became superintendent and is maintaining the high standard of service set by his predecessor. Remembered in the crews of recent years are William Mills, Harry Crossman, James Sheehan, Frank Daley, Joe Egan, Harry Ryan, Walter Dunn, Eugene LeClair, Mike McMahon, Francis Smythe, Harold Turner, William Smith, Angus MacDonald, Arthur Inman, Hadley Vossimer, Charles H. White ("Smiler Riley") and Frank ("Stubby") Doyle. Howard Silsby is the present foreman, and the linemen are Jack Flynn, W. J. Stewart, William Morrill, David Potter, Ray Cripps and Alec McAskill.

The woods line of yesterday has given way to the rugged pole lines of today, two hundred miles of which now stretch along our highways. Seven hundred miles of wire are carried on these poles, of which some two hundred are of copper. In addition, there are still about five hundred miles of ground line. One lineman, making his

rounds on snowshoes, paved the way for the larger organization. While engaged in construction work, the crew has at times numbered thirty men. A pair of horses and three or four automobiles have from time to time been necessary.

## Keep Fishin'

*Hi Somers was the durndest cuss  
Fer ketchin' fish—he sure was great!  
He never used to make no fuss  
About the kind of pole er bait,  
Er weather, neither; he'd just say,  
"I got to ketch a mess to-day."  
An' towards the creek you'd see him slide,  
A-whistlin' soft an' walkin' wide.  
I says one day to Hi, says I,  
"How do you always ketch 'em, Hi?"  
He give his bait another swish in  
An' chucklin', says, "I jest keep fishin'."*

*Hi took to reading law at night,  
An' pretty soon, the first we knowed,  
He had a lawsuit, won his fight,  
An' was a lawyer! I'll be blowed!  
He knowed more law than Squire McKnab!  
An' tho' he had no "gift of gab"  
To brag about, somehow he made  
A sober sort of talk that played  
The mischief with the other side.  
One day when someone asked if Hi'd  
Explain how he got in condition,  
He laughed an' said, "I jest keep fishin'!"*

*Well, Hi is Gov'nor Somers now,  
A big man 'round the State, you bet!  
To me the same old Hi somehow,  
The same old champeen fisher yet.  
It wa'n't so much the bait er pole,  
It wa'n't so much the fishin' hole,  
That won for Hi his big success;  
'Twas jest his fishin' on, I guess.  
A cheerful, stiddy, hopeful kind  
Of keepin' at it—don't you mind?  
An' that is why I can't help wishin'  
That more of us would just keep fishin'!*

—Ray Clarke Rose,  
in "The Vagabond."

panies, and knew telephone work thoroughly. He effected a general reorganization of the system, and brought it to its present efficient basis. Copper wire, with its greater conducting value, was introduced on the trunk lines. During this

GNPCOR

*There is only one way to be happy, and that is to make somebody else so—Sidney Smith*

In a busy year such as 1922, nearly a hundred stations were in use. Two central switchboards handled the calls, one at Grant Farm and one on the other side of the lake, either at Pittston Farm or at Seboomook. Only one has been needed the past season, and that is located at Pittston Farm. Calls from the outside world enter company territory at Greenville, where they are transferred by the Moosehead Company. Free telephone service has been afforded such communities as Northeast Carry, Chesuncook and Seboomook. Visiting sportsmen are impressed with the up-to-the-minute service available so far back in the woods, by which they are enabled to talk to Boston and New York with ease.

The operation of a switchboard in the woods deserves a word of explanation, for the operator is a considerable factor in the efficiency of the system. Telephone books and numbers are unknown. Hundreds of people are asked for by name only. The operator must familiarize himself with the layout of a large territory, the moment of arrival and departure of trains, lake steamers, mail stages, mail boats and "jitneys." He must keep tabs on the many traveling heads of departments so as to be able to reach them at a moment's notice. Among the operators have been Mrs. Reginald Sawyer, Mrs. Redmond, Miss Annie Fox, Miss Mildred Hainer, George Fox, R. B. Johnston, James Flanagan, and the incumbent, Thomas V. Whelan. It is no disparagement to other operators to say that Miss Fox, or "Annie," as she was better known to thousands of Northern people, was considered the best operator the company ever had. The fact that Grant Farm during the three years she held the position was a very busy place afforded her an unusual opportunity of proving her ability. Every call into or out of company territory had to go through the Grant Farm switchboard. Miss Fox combined quickness of perception with patience, a good memory, and persistence. One had only to tell "An-

nie" what was wanted; she would never give up until she had located her party.

The importance of the telephone to the woods industry cannot be overestimated. With camps often fifty miles or more from a railroad point, the telephone has become a necessity. Its tremendous time-saving and step-saving value is apt to be taken for granted; let a storm put the lines out of commission for a short time, however, and we soon realize our dependence upon them. The utility of the invention is clearly apparent in such an emergency as an accident in the woods or a jam in the river. There are bound to be a number of accidents in the cutting and hauling seasons, and at these times the telephone is a veritable life-saver, for the rapidity with which a physician can be summoned is often the deciding factor in the case. In the case of a jam on the drive, it had been the custom to dispatch a man back to the dam with orders to shut off the water. When the jam had been broken, it was necessary to send a second man to the dam with orders to put the water on again. These trips required more or less valuable time. Lumbermen soon found that by stringing a single line of wire down the brook with telephone instruments at convenient intervals, a message could be sent in a very short time. The boss, moreover, could talk directly to his man on the dam, thus avoiding all chances of the message being misunderstood.

Useful as the lines may be in the transaction of routine affairs or in the accidental cases that may occur, their value in the great emergency, forest fire, is even more important. Without telephone communication, the elaborate system of fire lookout stations here in the woods would be useless. All of the towers in our territory are served by our lines. Thus connected, the warden can notify his chief at once, giving the location of the incipient fire, and the chief warden, again resorting to the telephone, can press into the service of fire-fighting all the men within reach that he may need.



CHARLES CROSSMAN

### The Prize Winner

The ice went out of Moosehead Lake on April 28th. At 1.15 P.M. on that date the first hawser touched the dock at Kineo. The nearest answer was given by Charles Crossman of Greenville Machine Shop who guessed 1.10. Mr. Crossman whose picture appears above, was therefore awarded the \$10.00 prize.

Of the hundred and fifty guesses, seventeen were on the 28th of April as follows:

12.35 P.M.	N. S. Fiorillo
12.45	Julian Merrill
	Forest Henderson
	W. B. O'Connor
12.50	H. B. Mower
12.58	H. L. Boyle
1.00	Eric McLean
1.10	Charles Crossman
1.30	Ernest Taylor
1.35	Leonard Cormier
1.45	Don M. Pearson
2.00	William Harrington
3.00	Edwin Perrow
	Charles L. Holden
3.22	Ralph Largay
3.30	W. I. Woodside
3.32	Leroy H. Lowe

Nothing is easier than fault-finding—no talent—no self-denial—no brains—no character are required to set up in the grumbling business.

—Robert West.

GNPCO

*Folks never understand the folks they hate—Lowell*

## Mrs. F. W. Stait Honored by the King of England

The following account of the recognition given Mrs. F. W. Stait by King George is taken from "Missions" published by the Baptist Board of Foreign Missions. Mrs. Stait is the mother of Frederick H. K. Stait who is a well known employee of the company.

"King George, in announcing his New Year's honors, awarded the Kaisar-i-Hind medal to Mrs. F. W. Stait who for 27 years has been a missionary of the American Baptist foreign Mission Society in South India. This decoration is used to recognize distinguished public service in India and represents to the civil service what the Victoria cross represents to the military. It has undoubtedly been given Mrs. Stait because of her valuable medical work among the people in the jungle district of Teluguland.

"With the exception of two furloughs Dr. Stait has spent all her time at Udayagiri, a real jungle town 50 miles from any railway station. She and her husband have been in charge of all branches of the work and when Mr. Stait has been away on his long evangelistic tours, Dr. Stait has taken care of the schools, the medical work and the general work of the station.

"For the first few years after her arrival in Udayagiri she treated hundreds annually in a little mud hut. Then in a time of famine a little dispensary was built. In 1903 the beautiful Etta Waterbury Memorial Hospital was built and this, with its wards and large operating room, gave Dr. Stait the means to care for many people. Yet they were so ignorant, so superstitious and so bound by caste prejudice that she was afraid they would not avail themselves of the privileges. She was not long in doubt. In the first 12 months after the hospital was opened, 6,782 were treated and 116 in-patients were cared for. Mr. and Mrs. Stait were told the Hindu purdah women of the higher castes and the orthodox Mohamedan wo-

men would never leave the zenanas and trust themselves in a public institution. By visiting in the zenanas Dr. Stait gradually won the confidence and love of these women and they did come to the mission hospital for the treatment of their diseases.

### Puzzle in Maine Geography

By Elizabeth Harkness

The initial letter of each word in the following paragraph is the initial of either a county or a shire town of our state. The counties are in alphabetical order, each followed immediately by its shire town. How many can solve it without referring to a map?

<sup>1</sup>An Able <sup>2</sup>Author Has <sup>3</sup>Celestial Praise <sup>4</sup>For Far <sup>5</sup>Hills. Ever <sup>6</sup>Kineo and <sup>7</sup>Katahdin Rise <sup>8</sup>Loftily, Winning <sup>9</sup>Our Praise. <sup>10</sup>Popular Books <sup>11</sup>Picture Delightful <sup>12</sup>Scenery. Big <sup>13</sup>Spencer Silently <sup>14</sup>Watches Moosehead. <sup>15</sup>Wilderness Beckons <sup>16</sup>You Afar.

"Every caste and every religion have been represented among the hospital patients. People come 50 and 60 miles to be treated and return to their homes to tell a wonderful story. As Mr. Stait tours through the jungle he sees the results of the medical work and finds it has opened a way to the homes and hearts of the people.

"One Government official who returned to Udayagiri after an absence of 12 years was amazed at the change in public opinion toward Western medicine. 'Twelve years ago', he said 'the people would fly before the least suggestion of operative treatment. Now the attitude is quite different. This change I trace to the influence that has gone

out from the Etta Waterbury Hospital. The people have learned to look upon the doctor and her assistants at the hospital as friends whom they can trust.'

"Dr. Stait has brought the people through some severe epidemics of cholera, influenza and typhomalarial fevers. She faced alone one of the most deadly epidemics that ever visited the community. The Government more than once made mention of her service, speaking in the highest terms of a devotion that almost cost her her life. Now the King has officially honored this devoted missionary."

### Nathan L. Hersey

On the 29th of April, while on a visit to relatives in North Stratford, New Hampshire, Mr. Nathan L. Hersey, Superintendent of Grant Farm, suffered a paralytic stroke.

His wife, Mrs. Flora P. Hersey, was summoned to his side. On the 6th of May, the entire Northern family were saddened to learn of his death.

Nathan Lindley Hersey was born in the town of Stetson, Maine. He attended the schools of the town and during most of his adult life was engaged in farming. Mr. Hersey's grandfather was one of the early settlers in Stetson, coming from Wolfboro, New Hampshire. The place which he cleared later became the family farm, passing in the course of time into the possession of Mr. Hersey's father and later into the possession of Mr. Hersey himself.

Mr. Hersey had spent two periods in the employ of the Great Northern Paper Company. His first work for the company was done in May, 1912, at Alder Stream. In the fall of that year he and Mrs. Hersey took charge of Grant Farm, remaining there four years. After an interval of nearly five years, during which they lived at their home in Stetson, Mr. and Mrs. Hersey again assumed charge of Grant Farm, taking up their duties on the 5th of September, 1921.

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*When a man falls it is usually on the side to which he has leaned*



## Brassua Site is Busy Settlement

Temporary Railroad Lines to Haul Supplies to Site  
of New Storage Dam—Preliminary  
Work Well Under Way

In what was an almost virgin wilderness last November, a small city has sprung up on the Moose River bank near Rockwood, where work then started on Brassua Lake storage dam has been steadily progressing during the winter months. Cooking and dining camps, bunkhouses, a blacksmith shop, storehouses, boiler and pumphouses, and numerous log camps and hovels dot the clearing that has been made in the timber growth around the site of the dam.

The work so far has been largely

of a preliminary nature, preparing for intensive work as soon as spring water conditions permit.

The cooking and dining camps, which have been finished, are among the best used in construction work. The main dining-room is 90 feet long and will take care of 200 men at one sitting. A bunkhouse—two stories high—is being built near by.

A "right of way" for four miles of railroad has been cleared and graded, ties set, and rails are now being hauled from Tarratine and put in position. A thousand cords of wood

have been cut in the clearing. Horses and trucks are bringing huge piles of supplies and materials to the storehouses near the dam. A log bridge has been built across Moose River just below the site of the dam.

Work on the storage development has been affected by spring conditions. High water has necessitated the use of pumps in the excavations started for the coffer dam.

Construction of the big storage dam is being handled by Eyre-Johnston Company of Philadelphia. The work is under the personal supervision of Percy R. Johnston and a Bangor man, Daniel Hollihan, his assistant.

Brassua Lake storage dam is being built by four large power-using industries to provide better control of the headwaters of the Kennebec River. The corporations supporting the work are Hollingsworth & Whitney Company, Great Northern Paper Company, Lockwood Company, and Central Maine Power Company.

Brassua Lake dam will be constructed of concrete masonry at a cost approximating \$700,000.

Reprinted from "The Exciter."

## Staggering Toll of Forest Fires

It is estimated by forestry statistics that the annual loss from fire in Canada's timber resources is at a low estimate 800,000,000 cubic feet or 4,000,000,000 feet, board measure, of merchantable timber per annum, in addition to the young growth, potentially merchantable timber, on 1,300,000 acres. Such loss actually in the Dominion is equal, approximately, to the total production of British Columbia and Quebec in lumber, lath, shingles and pulpwood, and represents a manufactured value of, at least, \$100,000,000 to which must be added the loss in the young growth and as well the injury done to the soil on 1,200,000 acres of land.

Thus it will be seen that forest capital, supporting the second largest industry in Canada, is being materially reduced each year by fires which, with the exception of a negligible percentage having its origin by lightning, are caused by human carelessness.

According to a series of diagrams issued by the Forestry Branch of the Federal Department of the Interior, the amounts of the principal kinds of timber either used by the various industries or destroyed by fire

are as great as are used in legitimate objects of manufacture. There are 588,000,000 cubic feet used and no less than 470,000,000 cubic feet destroyed by fire; 23,000,000 feet of poplar are used and 70,000,000 feet destroyed by fire. As to balsam 81,000,000 cubic feet are burned and 115,000,000 cubic feet used. As to jack pine, the proportion is 80,000,000 cubic feet burned and 106,000,000 cubic feet used in manufacture. White pine goes up in smoke at the rate of 35,000,000 cubic feet while 132,000,000 cubic feet is used in industrial activities and as regards birch 19,000,000 cubic feet is burned and only 10,000,000 cubic feet used,—a tremendous toll of destruction by fire for serious contemplation by the Canadian people.

In the province of Quebec alone during the year 1923 forest fires to the number of 997, swept over no less than 3,039,725 acres of land which represents an area of 4,749½ square miles, covered with all kinds of timber and entailed a loss of, approximately, \$10,000,000 in merchantable wood.

—Reprint from "Canada Lumberman" of May 15, 1925.

## Elephants Are Keen Loggers

"The Siam elephant logger is more efficient than the donkey engine and modern machinery in this country," recently declared E. E. Brodie, United States Minister to Siam, who recently returned to Seattle, Washington. "In many ways elephants show remarkable power of thought when placed in certain situations. Particularly is this true in the manner of breaking up log jams in rivers.

"A trained elephant carefully studies the cause of the hold-up, then deliberately proceeds to select the key log which he invariably extracts without assistance. The native lumbermen of Siam dislike the use of machinery because of the necessary repairs and constant oiling."

In Australia lumber dealers are called "timber merchants" and the lumberman is a "timber getter".

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Religion is the best armor a man can have, but it is the worst cloak — John Bunyan



All communications for *The Northern* should be sent to the editor of *The Northern*, Greenville, Maine.

### Hay-Wire

A thrifty person makes use of what other folks count worthless. In most woods operations, the hay for the horses comes bound in bales and when these bales are broken the wise teamster lays up a supply of hay-wire for emergency use. It is said that a good toter would not think of starting off with his team without hay-wire any more than he would go without an axe, or a pail to water his horses. He has found that the uses for hay-wire are legion. A broken harness is mended by it. It is used to repair the broken shafts of a pung or the pole of a tote sled. A broken sled chain is wired together. No one knows what the fate of many a trip would have been had there been no hay-wire at hand.

In camp as well as on the road, hay-wire has its uses. The stove-pipes are secured by hay-wire. The lamp hanger is suspended from the roof by hay-wire. By it, a broken stove is held together. It is known that hay-wire has kept motor-boats, Fords and other gas engines running. The success of many a venture has hung on slender strands of hay-wire.

The abuses of hay-wire are as numerous as its uses. It is one thing to be prepared to meet an emergency with hay-wire, and quite another to depend upon it, instead of making proper repairs. There is a vast difference between pulling into camp "all hay-wired up" and in starting out in that condition. The man who bridges the gap with hay-wire is ingenious; the man who uses hay-wire instead of making real repairs is shiftless. Some folks are always

temporizing. No greater slur can be cast against a man's equipment than to say: "It's a hay-wire outfit." Blessed is the man who knows when and how to use hay-wire.

### Sportsmanship

A disgruntled guide was anxious to find a sympathetic ear, and we were glad to listen. Men who have spent years in the woods have had time to think out their thoughts and it is well to listen when they talk. A party of "sports" had engaged him for a few days fishing. They came from a distance and they wanted to return with fish enough to prove their sportsmanship. The weather was against them and their time was short. They grumbled and blamed the guide. A high wind continued and on the third day a crisis was reached. The guide was ordered out in the canoe. He demurred, saying it was dangerous water, and that the capsizing of a canoe in ice cold water might be fatal to its occupants. Abuse followed, in which the guide was accused of stalling, laziness and being yellow. At last realizing that his party was unreasonable, the guide refused to go, stating that such action would simply be staking their lives against that of land-locked salmon. When put that way how foolhardy are those who take

such chances! In such a case an empty basket is the real sign of sportsmanship.

### "Bean-Hole" Beans

A veteran of the woods recently lamented that the day of the bean-hole bean has gone by, and that this manner of preparing the lumber camp's most wholesome food is a lost art. While this statement is not literally true, it is a fact that the average woods cook of today is prone to side-track the time honored bean hole in favor of a pail or small square iron pot which can be conveniently pushed into the oven. It is significant that during the past Winter on an operation of fifteen camps not one cook out of the fifteen baked his beans in the ground.

Bean-hole beans have a flavor all their own which is lacking when they are baked in the oven. The steady, even heat of a properly built bean hole, with its airtight covering, is no doubt the reason. Why have the older cooks discarded this method and what is the reason for the failure of our young men in the game to revive it? Is it because digging a hole four feet deep requires too much labor? Are the cookees of today unwilling to split the wood and tend the fires? Is the supply of stones, old axes and other heat retaining material getting scarce around our camps? Does the camp boss frown on the idea of providing the small log shack necessary for protection from rain and snow? Perhaps some of our readers can answer.

### Our Picture Page

Upper: The Launching of the Little W.

"Bill" Patterson.

Middle: Supt. C. M. Hilton and Leonard Cormier.

Lunch at Canada Falls.

Mr. and Mrs. A. R. Cochrane,  
Mr. and Mrs. A. G. Hilton and daughter, Audrey.

Lower: The Well Drilling-machine at Sias Hill.

D. W. Nickels, Head Driller.

MANY people in ordinary circumstances are millionaires of cheerfulness. They make their neighborhood brighter, happier, and a better place to live in by their presence; they raise the value of every lot for blocks around.

GNPCOR

*In the end the things that count are the things you cannot count*

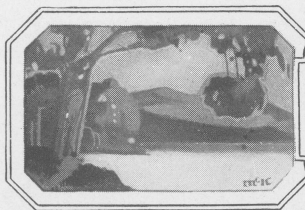


Consult page eight for titles

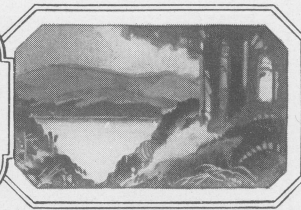
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*Do your best and rejoice with him who can do better—Emerson*





## Northern News



### Sias Hill

Archie McLeod is tending the gate located at this point.

Alex Doucette has relieved Frank Hall as cook. Mr. Hall has gone to Quebec as a guide for the season.

The well is down about 500 feet and water should be reached any time now.

William Clarkin's crew are stopping here while doing repair work on the culverts toward Grant Farm.

### Seboomook

Our old home at Seboomook was officially opened, boarding house and store house, on May 3rd. Mr. Twombly has a full crew on the farm and in the boarding house.

A crew of seven men under W. T. Getchell is pressing the hay cut by the farm and moving it into the store-house, from whence it will be shipped wherever it is needed.

John E. Mea is staying at Seboomook while cleaning up his inventory of Seboomook Dam Company. Johnny is slated for the clerkship of the new road to North East Carry which is to be built by J. E. Sargent during this summer.

We were recently visited by Mr. and Mrs. R. L. Keating formerly proprietors of the Northwest Inn. Mr. Keating came to pack and ship the remainder of his personal property. They were accompanied by Mr. and Mrs. George King of Cambridge, Mass.

May 12th all hands at Seboomook and Seboomook Dam enjoyed the moving picture "The Humming Bird" which was put on by the Social Service Division.

Mr. and Mrs. A. F. Bridges are at their camp at Caucomgomoc Lake and soon expect to be busy taking care of their summer parties.

Ray Cripps is again a member of the Telephone Department and has

made a few trips to Seboomook in the course of his work.

We are frequently visited by the boys from Little W. Ray Mercereau is running the motor boat and Jack Hazleton is cook and guide.

Clarence Sargent and crew of road men are staying at Seboomook while they have been doing preliminary work on the new North East Carry road.

### Boundary Cottage

William Harris has returned from a short trip to his home in Bangor. "Bill" made the return trip in his car, a Dodge sedan and reports some of the roads as in poor condition.

Mr. Edward Groleau has about 300,000 pounds of maple sugar stored in his storehouse near here. This sugar was produced by the Canadian sugar-makers of the section.

"Boundary Boy" had an exciting encounter with a porcupine on the 19th of May from which he emerged decidedly second best. Bill spent half a day removing the quills from him.

Dr. Hyde, U. S. Veterinary, was a visitor during the month.

### Seboomook Dam

Mr. and Mrs. Errold F. Hilton and their two children have arrived at their camp here. Mr. Hilton is Chief Fire Warden of the district. His assistants this year are the same as last year, O. E. Dickenson being stationed on Nulhedus Mountain, Donald Dressel on what is known as Russell Mountain, Thomas V. Whelan on Green Mountain and Henry Small being patrolman on the river.

The many friends of Keith Hilton in this section will be glad to learn that he is rapidly recovering from a serious injury. He was kicked by a horse about two weeks ago but at last reports was well on his way to health.

George McKeen has gone to join George Cassidy at Caucomgomoc Dam. Mr. McKeen will help Mr. Cassidy in the work about the dams in the section during the season of high water.

Errold F. Hilton stayed at Caucomgomoc Dam several nights in connection with his work in the Allagash district.

Allie Mann has a crew of six men repairing and strengthening the boom. The job is known as the Main River Drive. Bob Moore is running the motor-boat and is kept busy between his boat and the hay press at Seboomook.

### Grant Farm

The Grant Farm family was shocked to learn of the sudden death of Mr. N. L. Hersey on May 6th. We extend our sincere sympathy to Mrs. Hersey at this sad time.

Mrs. Esther Giroux, long a resident of Chesuncook, passed away during the month.

Grant Farm closed on May 20th. Mrs. Hersey returned to the farm to assist in the closing. Mr. and Mrs. Wight who have been here several years returned to their home, as did Mrs. Haynes of Milo.

The cattle were distributed among Pittston, Seboomook and Rice farms.

A bear weighing about 500 pounds was recently killed by Bill Holmes and James Morin. Mr. MacNeill purchased the skin and sent it to Fred Parke, the taxidermist, to have it made into a rug.

### Ripogenus Dam

Everything is taking on a spring appearance. Bill Clarkin and his crew are making the usual spring repairs on the roads. They were working as far as Duck Pond last week.

Quite a few parties of sportsmen

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*Promises may get friends; but performances keep them*

are going thru to the camps in Sourdnahunk. Mr. Daisey reports the fishing as very good.

Mrs. McInnis spent the week-end recently with her mother in Hermon.

Miss McEachern, who is teaching school here, spent a week-end this month with her family in Shirley.

Mr. Hemmingway has been out regularly for his mail. He remarked that hiking out is quite a bit different from driving out behind his well known dog-team. During the winter, Mr. Hemmingway had the remarkable experience of trapping a fox on the roof of his camp. He had been in the habit of throwing beaver carcasses up there and on several nights in succession heard an animal scampering about the roof. Examining the tracks in the morning he found that they were of a good sized fox. He set a trap and the next day found the animal caught in it.

R. H. Robertson, O. A. Harkness and W. D. Page were among our visitors this month.

### Lily Bay

Harry Severance, having completed his work on the Lily Bay Store House and railroad, has gone to Grindstone.

The folks at Lily Bay Farm were very much pleased with the moving pictures recently shown here. As there is no electricity at Lily Bay, the Social Service Division brought their own motor generator. In addition to the crew, the picture was attended by Mr. and Mrs. Harry Rollins, Mrs. A. G. Hempstead, Leo Desmond, Donat Dube, Harold Sargent and Alex Doucette.

Sam Peterson is employed at the farm.

Howard Silsby and Jack Flynn are boarding here at present.

Dave Bowser made a trip up on the 14th to repair one of the jitneys.

Several nice salmon and togue have been caught off the dock.

### Chesuncook Dam

John L. Clark and J. L. Desmond are staying here while doing the inventory work at the various store-houses in the vicinity.

Ben B. Boyington made his first trip down Chesuncook Lake in his new motor boat on May 18th.

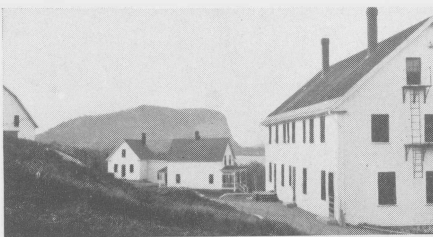
Alec Gunn recently moved his family to Chesuncook village where they will be located during the summer.

Mike Cyr and Horatio Carrick have gone to Quebec for the summer.

Supt. George Maguire has completed the drive on Chesuncook Brook and expects to close the camp there soon.

Mr. and Mrs. Earl Keller are the guests of W. J. Hodgins for a few days. They are on their way to Spencer Mountain where Mr. Keller will take up his duties as fire warden. This is their third year on Spencer.

Chief Warden Hodgins is having a camp built at Soubunge Mountain to accommodate the warden located there during the dry season.



### Rockwood

Maurice P. Hill is assisting with the clerical work of Kineo General Operation.

Miss Alberta R. Buhl, having enjoyed a two weeks vacation with her parents of La Grange, has resumed her duties as cook for Kineo Boarding House.

Archibald MacGregor has left the service of the company and has gone to New Bedford, Mass.

Miss Stella Le Roy of Hudson and Miss Georgia Nadeau of Rockwood have joined the household staff at Kineo Boarding House.

Charles Crossman and George McEachern of Greenville Shop are in Rockwood preparing the motor boat "Ricochet" for its season's work.

Crawford Johnson is running Motor Boat 29 for Kennebec Drive.

Frank Cone has been busy with a

crew of men putting the pulp-wood on Farm Island into the lake and looking after the various booms of wood held about the lake for Kennebec Drive.

Kineo Storehouse has received several loads of equipment from Spencer Pond and Brassua Flowage Operations which have recently completed their season's work.

### Brassua Flowage

Murphy and Burr have finished and left for Old Town.

Forest Henderson is now at Western Island Piers.

Malcolm Martin is still at Poplar Rips.

J. B. Laws finished his work the middle of the month.

Arthur Paquet will be done in one or two weeks. He has a crew of about a hundred men.

A. V. MacNeill and L. G. White were recent visitors.

### Northeast Carry

Penobscot Farm has for some time been established as a G.N.P. Co. stopping place. It is under the management of F. X. Mooney, with D. M. Pearson as clerk and Mr. and Mrs. C. N. Cary attending to the duties of the farm and boarding-house.

There are about sixty sheep here at present. It is not uncommon to find three or four newly born lambs on the first morning visit to the barn.

On May 4th Mr. F. A. Gilbert arrived at the Carry and word was received that a road would be started from Burbank Storehouse.

Mr. J. E. Sargent came over to get a line on the road he is to build and had dinner with us.

Charles Kavanagh is operating the West Branch Sporting Company and the Post Office is situated in his store.

L. E. ("Happy") Nice is back from Florida and is sorry he didn't stay longer. It's too cold for him here now.

Mrs. Anthony Levasseur, Mrs. Camille Levasseur and Mrs. Dennis Levasseur have gone to Mr. Wilson's camps at East Outlet where

G.N.P. Co.

*Our greatest glory is not in never falling; but in rising every time we fall—Oliver Goldsmith*

they will be employed this season.

Among the people now living at the Carry are William and Peter Derosier, William Johnson, Thomas Cody, Joseph Oulette, Joseph Dube and Dominick Richards.

A crew of men have started to demolish the Winnegarnock House and some of the structures surrounding it. The first building to go was the dance-hall. This was a circular structure, made of logs and has been the scene of many festivities in years gone by. The wharf is in a dangerous condition and signs to that effect have been conspicuously posted about the place.

### Greenville

Dougall ("Duke") McKiel has a crew of twelve men throwing in the wood cut by Mr. Boothman. They are boarding at the Annex.

Frank Cone passed through town on his way to Kineo where he is to do some work for George L. O'Connell.

L. E. Houghton was a visitor in the Blair Farm district during the month.

As positive proof that Spring really had arrived after all, a band of gypsies poured into town on the 12th of May. They claimed to be on their way to Canada in fifteen cars and requested permission to set up a camp here. As it was quite firmly established that they were the same band who last year indulged in rather thievish propensities about the village, permission was refused them and they were escorted to the town line.

### Nollesemic Drive

"Lonnie" Mann has a crew at Stone Dam Boom House driving the wood cut by Mr. Curran on the back channel.

Warren Burr is foreman and Harvey Burr is the cook. Myron Burr is the cookee, so we are well supplied with Burrs. Harvey is a good cook and doesn't keep a padlock on the lunch buckets. His only fault is a fondness for the movies in town on Saturday night.

B. W. Hale of Millinocket was a caller here recently. His first ques-

tion was, "Where is the cookroom?"

Nella McLaughlin is doing the sluicing at Stone Dam for the Millinocket Mill.

A few salmon have been caught here by local people and likewise an occasional pickerel.

L. G. White, A. V. MacNeill and Mr. and Mrs. Jason L. Goodwin were visitors at the Boom House during the month.

H. J. Casey has made several trips here to pay the crew.

W. L. Mann has gone to Madison to work on the piers there.

A. I. Mann made the week end trip to Old Town recently.

Alfred Beaulieu who cooked at Pollywog on Rainbow Operation has paid several visits to the Dam.

Emile Daigle of Millinocket injured his foot while working on the drive here. He is well on the way to a complete recovery due to the attention and medical aid received at the Mill First Aid Hospital.



### 40 Mile

A party from 40 Mile attended the showing of "The Humming Bird" at Pittston Farm on the 11th of May. Mr. and Mrs. William Lane, their daughter Mabel, Miss Lida Michaud and Cedric Scott were in the party. A large bear was encountered on the way.

Mr. A. G. Hempstead was a visitor during the month.

John E. Mea has left 40 Mile and has gone to Seboomook to clerk the Burbank road job.

Two of the men who are working on the road stay here now.

Jim Adams is an occasional visitor.

William Harris and E. A. Hart paid us a short visit while on their way to Pittston Farm.

We have a new neighbor now, Thomas V. Whelan having taken up his residence as fire warden at Green Mountain.

J. E. Sargent was a visitor on the 18th of May.

Mr. Lane has planted some cucumbers in a hotbed.

### 10 Mile

J. P. Murdock of the Division of Forest Engineering called on us after finishing work on Project 23.

Mr. Hellyer and N. A. Smith were here on April 17th. We were very glad to see Mr. Hellyer after his winter's sojourn in Aroostook county. Mr. Smith is always a welcome visitor.

F. A. Murphy moved to Seboomook on May 4th, much to the regret of all. Maurice P. Hill, assistant clerk, had previously been transferred to Rockwood. We were all sorry to see him go.

J. L. Dumas, who has been driving the Reo Speedwagon for Mr. Paquet, has returned to Canada.

Sunday, the 10th of May was an eventful day hereabouts. About 1.30 in the afternoon, a fire was discovered at Paquet's Operation on Brassua Flowage. Mr. Hempstead volunteered his services in getting the word by car to Pittston as the telephone operator was off duty. Ray Cripps operated the switchboard and in a short time Gen. Supt. MacNeill, Supt. Brosnahan, Maurice Hall and others appeared upon the scene. Mr. Hall had the Pittston fire pump in his "jitney." The 5 ton White truck which is always in readiness at Kineo with fire fighting apparatus was driven to the mouth of the Brassua road by N. S. Fiorillo. Supt. Murphy was in charge of this truck. He left off what tools were needed at the Brassua road and proceeded with Sterling Dymond to 10 Mile to await orders. A little later twenty-five men arrived from Seboomook with Allie Mann in charge. In the meantime Paquet's crew of ninety or a hundred men had got busy on the fire and with the help of the others mentioned the fire was under con-

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*Those who bring sunshine into the lives of others cannot keep it from themselves—Sir J. M. Barrie*



trol at 6.30 that night. Half the crew were kept on patrol work all that night and spent the next day in extinguishing fires in stumps.

The thought of fire lingered after all the apparatus had been dismissed and all the men had gone and we felt that to be careful with matches, cigarettes and campfires in the woods is not enough, we must be *sure*.

### Musquacook Drive

The ice went out of Musquacook Lake the 10th of May. "Nate" Ranney has started the drive with a crew of eighty-five men. The wood is coming along very nicely.

F. L. Street, Sr. is back from a two weeks sojourn at his home in Bangor and is stopping at the 25 Mile Camp until the inventories are completed.

E. L. O'Connell who has been located at Ashland Storehouse the past winter has left this part of the country to return to the Kennebec.

Charles L. Holden, the paymaster, is back with us again. Charlie has two saddle horses now and easily makes the trip from Ashland to the depot in one day. He is also our mail carrier.

Michael Michaud is chef at the 25 Mile Camp and Peter Lagasse is performing the same duties at the 10 Mile Camp.

G. W. Murtha and his family are now occupying the cottage at the depot. Mr. Murtha is the clerk here for Edward Lacroix, Ltd.

Mr. Lacroix has a crew at McNally's camp clearing the land to stack the wood coming out of Third lake. The crew will also clear a place near Arthur Daigle's camp to take care of the wood from Fourth Lake.

Among the recent visitors to the depot were Louis Paquet of the American Realty Company, Mr. Boutin, Mr. Groleau and Mr. Maheu of Edward Lacroix, Ltd.

### Rice Farm

Mr. Angus Matheson and his family have returned to Bangor. Mr. Jason Goodwin has arrived to take charge of the farm. Mr. and

Mrs. Goodwin will have the best wishes of their many friends in assuming the supervision of the Rice Farm.

Mr. McNabb is still feeding at this place. Only fifteen horses are kept here now and word has been received that they will be pastured here this summer.

Lonnie Mann has a crew here working on the river.

W. D. Page and L. G. White were visitors during the month.

Thomas Leet and Ulric Cyr are repairing boats here.

### Greenville Shop

One of our number was the lucky guesser on the ice. Mr. C. W. Crossman won the ten spot.

The Motor-boat "Little W" was launched April 28th.

Mr. George Crossman has returned to his work at the shop.

Mr. F. V. Schenk made a trip to Portland recently.

The Safety Bulletins regularly posted in the shop have been of interest and benefit to all of us. These bulletins are furnished by the Social Service Department who secure them from the National Safety Council in Chicago.

Howard McFadden has returned to work. His many friends are glad to see him back at his post and Howard is just as glad to get back.

N. A. Smith is now driving a new Stutz coupe.

### Grindstone

A splendid new camp has been built at the depot here for Mr. and Mrs. A. T. Flower. The Flowers will use this as a residence and will also conduct a store on the premises. This camp is almost opposite the office. John Bryce took charge of the construction.

The stacker repairs are completed. On May 11th the stacking of wood commenced. The East Branch long log drive has gone by this place. The wood being stacked here is what was cut on Mud Brook and Sandbank Stream.

Dolby Pond Improvements opened up May 16th. This operation consists of clearing the flowage, remov-

ing stumps by the use of a donkey engine and so forth. Don Breen has gone down to take charge and the Conley brothers, Amos and William, well known in the woods, will attend to the culinary department.

Harry Brown is acting as the blacksmith at the depot. Bobby Kears and Reuben Pollack are also employed here.

Lloyd Pickett has brought his family here. The Picketts are housed in one of the buildings of the former Forestry School. Mrs. Pickett is very fond of camp life and has spent the past two summers tenting with her husband.

Ernest Taylor has moved his family to a house in the village.

Mr. and Mrs. Enman made a rapid trip to Bangor on the 15th. They left the operation about 9.30 A.M., made the journey to Bangor in their car, transacted quite a bit of business and arrived back at Grindstone at 9.30 P.M.

Fred Graham, is cooking for A. L. Ramsey on his brook improvements and drive. Harry MacDonald has gone to Bangor. His place has been taken by E. L. Bradford.

A. L. Bertrand, who has been assistant clerk here since the 27th of September, left for his home in Old Town on the 9th of May. The place is pretty lonesome without Albert.

Ed Foley and Frank Lyman are cookeeing at the depot.

The Coltarts have completed their screening of the cookroom and men's camp. Screen-doors have been hung and screens fitted to all the windows.

The East Branch long log drive has gone by. These logs belonged to Mahanney and Gagner. Mahanney had a million feet, Gagner had another million feet and Ed Ladd had 500,000 feet of peeled hemlock. Jim Doherty is one of their employees.

Harry Severance, his son Harold and Mr. Harkness arrived on May 16th, as did Normand A. Smith. Mr. MacNeill left for the northern part of the state the same morning.

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*They who give have all things; they who withhold have nothing—Hindu Proverb*

John F. O'Leary has come to run the donkey engine at Dolby Flowage. Mr. O'Leary was formerly an engineer on the Bangor and Aroostook Railroad.

Some improvements will soon be made about the office here. A new floor will be laid and cupboards will be built to hold wangan goods.

Nollesemic Drive has closed; Harold Whitehead will clerk the Dolby Flowage job.

There are two crews on Sandbank Stream under Steve Ranney. J. P. ("Mouser") Lemieux is taking charge of one crew and Ben King of the other.

George N. Grant, who scaled at Grindstone during the winter is pleasantly located at Belgrade Lakes for the summer. His uncle, Mr. Ervin A. Bean, keeps a tackle shop and sporting goods store there. George says: "I am to ride the cushion of a swivel-chair in the capacity of bookkeeper this season."

### Division of Forest Engineering

Frank McKendrick has gone to Van Buren to scale car wood for the company.

A. B. French has returned to the Bangor Office from his work on the Brassua Flowage Operation.

Earle W. Vickery and the crew who have been on the Brassua Flowage Survey for some months have completed their work and returned home.

### Pittston Farm

Mr. F. A. Gilbert, Mr. Garrett Schenck and Mr. Arthur Hobson spent a few days at Pittston Farm during the month of May. The party later left for the camp on Little W, where the spring fishing will be tested.

Mr. T. A. Hayes and Mr. P. J. Hayes are making a short stay here.

Mrs. Roland Foster has joined her husband at Canada Falls Dam. Mrs. Foster spent the greater part of last summer there and has many friends in this section.

Alec McAskill has returned to telephone work and is now engaged in putting some of the old woods lines into commission again.

Mr. Hempstead conducted a service at the farm on Sunday, May 10th. On the same evening he assisted Rev. W. W. Laite of Rockwood in a service at that place.

Thomas V. Whelan has again bidden us a temporary farewell and has taken up his duties as fire warden on Green Mountain for the summer. "Tommy" is a good operator and we are sorry to see him go, but we know the outdoor work appeals to him. Leroy H. A. Lowe has taken over the operation of the switchboard and seems to be doing well.

Fred Stait is running the mail car while Maurice E. Hall is having his car overhauled.

Bovia Pease is now employed at the farm.

Mrs. Henry Ordway went to Boston on the 20th.

Some nice trout have been caught here.

### Bangor Office News

Leslie Bradley, Frank Curran, Malcolm Pratt and John McVey in days to come will no doubt have gained an enviable reputation as the owners of a complete and comprehensive collection of United States postage stamps. We understand they each have a complete set of the last two issues.

Ira Barker and William Woodside of the Accounting Department recently spent a very enjoyable week end fishing Crooked River, a branch of the Machias down Beddington way.

Delmont Tasker has recently purchased a counterpart of the following:

One Ford car with piston rings;  
Two rear wheels and front spring;  
Has no fenders, seat or plank,  
Burns lot of gas. Hard to crank.  
Carburetor busted, half way through.

Engine missing, hits on two.  
Three years old, four in spring.  
Has shock absorbers, 'en everything.  
Radiator busted, sure does leak  
Differential dry, you can hear it squeak.

Ten spokes missing, front all bent;  
Tires blowed out, ain't worth a cent.

Got lots of speed, will run like the deuce,

Burns either gas or tobacco juice.  
Tires all off, been run on the rims,  
A d--n good Ford for the shape it's in.

Hon. Charles W. Curtis, Purchasing Agent, was a speaker at a meeting of the employees of the Metropolitan Life Insurance Co. recently held in Waterville.

Ralph Weymouth was a recent visitor to his home in Dexter.

Roderic and Charles O'Connor, Seniors at the Bangor High School, and sons of W. B. O'Connor were recently honored by receiving the appointment of Valedictorian and Historian respectively and will take a prominent part in the Graduation Exercises of their class.

### Answer to Puzzle on page 6

Counties	Shire Towns
<sup>1</sup> Androscoggin	Auburn
<sup>2</sup> Aroostook	Houlton
<sup>3</sup> Cumberland	Portland
<sup>4</sup> Franklin	Farmington
<sup>5</sup> Hancock	Ellsworth
<sup>6</sup> Kennebec	Augusta
<sup>7</sup> Knox	Rockland
<sup>8</sup> Lincoln	Wiscasset
<sup>9</sup> Oxford	South Paris
<sup>10</sup> Penobscot	Bangor
<sup>11</sup> Piscataquis	Dover
<sup>12</sup> Sagadahoc	Bath
<sup>13</sup> Somerset	Skowhegan
<sup>14</sup> Waldo	Belfast
<sup>15</sup> Washington	Machias
<sup>16</sup> York	Alfred

To brag little, - to show well, - to crow gently if in luck, - to pay up, to own up, and to shut up, if beaten, are the virtues of a sporting man

Oliver Wendell Holmes.

A little negro boy, clothes removed, splashed around to his heart's content in a public reservoir. "Hey! Come out of that, you young rascal!" shouted a man. "Don't you know that the people in town have to drink that water?" The youngster dived under, came up and innocently replied: "Oh! dat's all right, mister; I ain't usin' no soap."

GNPCOR

Keep your face always turned toward the sunshine, and the shadows will fall behind you—Whitman

## Spruce Woods Sketches

### THE LINEMAN

Behold the hardy lineman, prepared to climb to dizzy heights. His safety belt is girded on and he wears his trusty Kleins. A pair of pliers, a set of connectors and thirty pounds of assorted hardware are festooned about his manly form. Draped over a crossarm, he amuses himself with "cutting in transpositions", "pulling slack" and other mysterious operations. In most of his work the pliers are indispensable. A telephone man can do almost anything with pliers. In emergencies they have served as hammer, monkey-wrench, can-opener or dental forceps.

The lineman shoots trouble, deer and partridges in season, but principally trouble; there is no closed season on that. His chief concern is to have a clear line at all times; everything else is secondary. It is the universal telephone idea of Service.

The lineman appears to have rather a pleasant time of it as he rambles along in his flivver ("on trouble") or floats gently down the river to repair a driving line. When engaged in construction work the entire telephone crew seem to share in this apparently carefree existence,

moving from place to place as the work demands. They have a cook of their own, always a good one or he doesn't stay, and they are as carefully toted to and from the job in motor vehicles as if they were members of the royal family. But there is one big advantage in that. Having their own trucks, the telephone crew can get to a forest fire without delay and has often been the first crew on the spot.

It is when the big storm comes, however, with its high winds and falling trees and its consequent demoralization of the service, that the telephone man is at his best. Exposure to the elements is the common lot of all woodsmen; but when a blizzard swoops down from the mountain or a terrific sleet storm plays havoc with the lines, other woodsmen can take refuge in camp until the storm is over. The lineman alone braves its fury. Working aloft on thirty foot poles or ploughing his way through the drifted snow, he labors night and day until the troubles are cleared. Food and sleep are scarcely thought of until the operator's cheerful report, "She's all blue!" announces that the lines are once more in order.



Tommy had been playing truant from school, and had spent a long beautiful day fishing. On his way back he met one of his young cronies, who accosted him with the usual question, "Catch anything?"

At this, Tommy, in all consciousness of guilt, quickly responded: "Ain't been home yet."

James: "This morning, before leaving, I gave my wife a rainbow kiss."

Ed: "What in Sam Hill is a rainbow kiss?"

James: "It's the kind that comes after the storm."

Mr. Stocks (slumming on the East Side): "Well, well, poor boy; so your father is dead. How did he die?"

Urchin (who can't be bothered): "Aw, he strangled to death. He was sittin' in a lunch room eatin' some horse meat when some guy yells 'Whoa' and the stuff stopped in his throat."

"I never knew until I got a car," said the bishop, that profanity was so prevalent."

"Do you hear much of it on the road?" "Why," said the bishop, nearly every one I bump into swears dreadfully."

An office clerk went up to his boss and said, "I would like to go to my mother-in-law's funeral." The boss looked up and replied, "So would I."

Bess: "Somebody passed a counterfeit dime on Bob a year ago and he hasn't been able to get rid of it since."

Maiden Aunt (horrified): "What! Does the young man never go to church?"

### Fishing

A day to dream  
Along a stream,  
The song of birds  
Instead of words,  
And pictures rare  
Flung everywhere.

Instead of smoke  
To blind and choke,  
An atmosphere  
That's sweet and clear,  
The trees instead  
Of chimneys red.

A patch of sky,  
To rest the eye;  
Instead of noise,  
A thousand joys;  
Instead of greed,  
A kindlier creed.

A day of dream  
Along a stream,  
To think and plan,  
Restores a man.  
And this he knows  
Who fishing goes.

GNPCOM

*Good company makes the way seem shorter*



## *The Bridge Builder*

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*An old man, traveling a lone highway  
Came at the evening cold and gray  
To a chasm vast and deep and wide.*

*The old man crossed in the twilight dim  
For the sullen stream held no fear for him.  
But he turned when he reached the other side  
And builded a bridge to span the tide.*

*"Old man," cried a fellow pilgrim near,  
"You are wasting your strength with building here.  
Your journey will end with the ending day  
And you never again will pass this way;  
You have crossed the chasm deep and wide,  
Why build you this bridge at eventide?"*

*And the builder raised his old gray head  
"Good friend, on the path I have come" he said,  
"There followeth after me today a youth,  
Whose feet will pass this way.  
This stream, which has been as naught to me,  
To that fair haired boy may a pitfall be,  
He, too, must cross in the twilight dim;  
Good friend, I am building this bridge for him."*

—The Timberman.

